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SUPPLEMENT TO
REPORT

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THIS IS UNEVALUATED INFORMATION 25X1

2.	the IL-28	25X1
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3.	
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the aircraft could fly at a speed of 800 KPH with a full load, which included gasoline, bombs, personnel and armament

gunsights which were fitted on the plane.

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5. [REDACTED]

The officers who attended the courses on the IL-28 included two squadron technical officers, six or seven flight technical officers, two electrical technicians, two radio technicians, two armament technical officers and from 13 to 15 aircraft technical officers. Of these officers mentioned above, only the radio technicians and the electrical technicians attended the courses at the 1st and 2nd Military Air Technical Schools in Moscow. The rest of the officers also studied in Moscow. [REDACTED] After the 25X1 training in Moscow, all officers were sent to an aircraft plant in Kazan, where they 25X1 remained for almost a month. [REDACTED] no special school was set up within the plant but [REDACTED] a group of plant technicians conducted the training in the plant. [REDACTED]

6. [REDACTED]

[REDACTED] the VK-1 had eight combustion cans. [REDACTED]

7. [REDACTED]

8. [REDACTED] 25X1

9. [REDACTED]

10. [REDACTED]

1. [REDACTED]

the guns were fired electrically [REDACTED]

2. [REDACTED]

[REDACTED] radar was used in conjunction with all turrets.

3. [REDACTED]

4. [REDACTED]

The squadron technical officer for special equipment (radio and electrical) (Teknik Eskadril'i po Elektro Spetsialnomu Oborudovaniyu) is in charge of all electronics at a squadron level. There also is an officer at regiment, division and army level. The technical officer for radio receives his instructions from this officer. The engineering and armament officers have nothing to do with electronics.

5. [REDACTED]

The bombardier-navigator (shтурман) controls the plane on the bomb run.

[REDACTED]

[REDACTED] the nose guns on the IL-28 are used only for protection. Strafing was done by aircraft of the IL-10 type.

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